

| | Type | L # | Hits | Search Text | DBs | Time Stamp |
|---|------|-----|------|---|-------|------------------|
| 1 | BRS | L1 | 12 | (charter near3 (airline or flight)) | USPAT | 2004/10/15 10:38 |
| 2 | BRS | L2 | 247 | demand near3 matching | USPAT | 2004/10/15 10:38 |
| 3 | BRS | L3 | 88 | demand near3 forecasting | USPAT | 2004/10/15 11:27 |
| 4 | BRS | L4 | 5 | 2 and 3 | USPAT | 2004/10/15 10:39 |
| 5 | BRS | L5 | 1613 | flight and segment and (optimize or optimization) | USPAT | 2004/10/15 11:29 |
| 6 | BRS | L6 | 60 | flight and segment and ((use or usage or utilization) near3 (optimize or optimization)) | USPAT | 2004/10/15 11:29 |

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|---|------|-----|------|---|-----------------------------|---------------------|
| 1 | BRS | L1 | 14 | (charter near3 (airline or flight)) | EPO; JPO; DERWEN T | 2004/10/15 12:15 |
| 2 | BRS | L3 | 113 | demand near3 forecasting | EPO; JPO; DERWEN T | 2004/10/15 12:21 |
| 3 | BRS | L4 | 0 | (demand near3 matching) and (demand near3 forecasting) | EPO; JPO; DERWEN T | 2004/10/15 12:21 |

Considered
all
sources
for
this